

# ***CALIFORNIA'S HIGH-SPEED RAIL SYSTEM***

Board of Directors

March 30, 2011

Federal Grant Applications



## **PURPOSE: BOARD DIRECTION – GRANT APPLICATIONS**

Staff seeks Board direction on which project alternatives to advance for newly available federal High Speed & Intercity Passenger Rail grant funds.

Applications due Monday  
April 4th

California High-Speed Train Map, Statewide Overview



April 2010

## ***NEW FUNDING AVAILABLE - \$2.43B***

- **\$1.63 B is ARRA (Recovery Act) funds**
  - Time requirement: Projects complete by September 30, 2017
- **\$800M is FY 10 funds**
  - No time requirement
- **FRA anticipates making multiple awards**
- **FRA suggests that project requests be divided into discrete elements or phases**
- **Local match will make application more competitive**



## ***FEDERAL FUNDS SECURED TO DATE***

- **\$194M      Phase 1 - PE/NEPA/CEQA Phase**
- **\$37.5M      Station area planning and LA Union Station ROW**
- **\$16M      Design/implementation of PTC/ERTMS on Peninsula**
- **\$2.95B      FD/Construction – Initial Construction Segment (ICS)  
Central Valley**



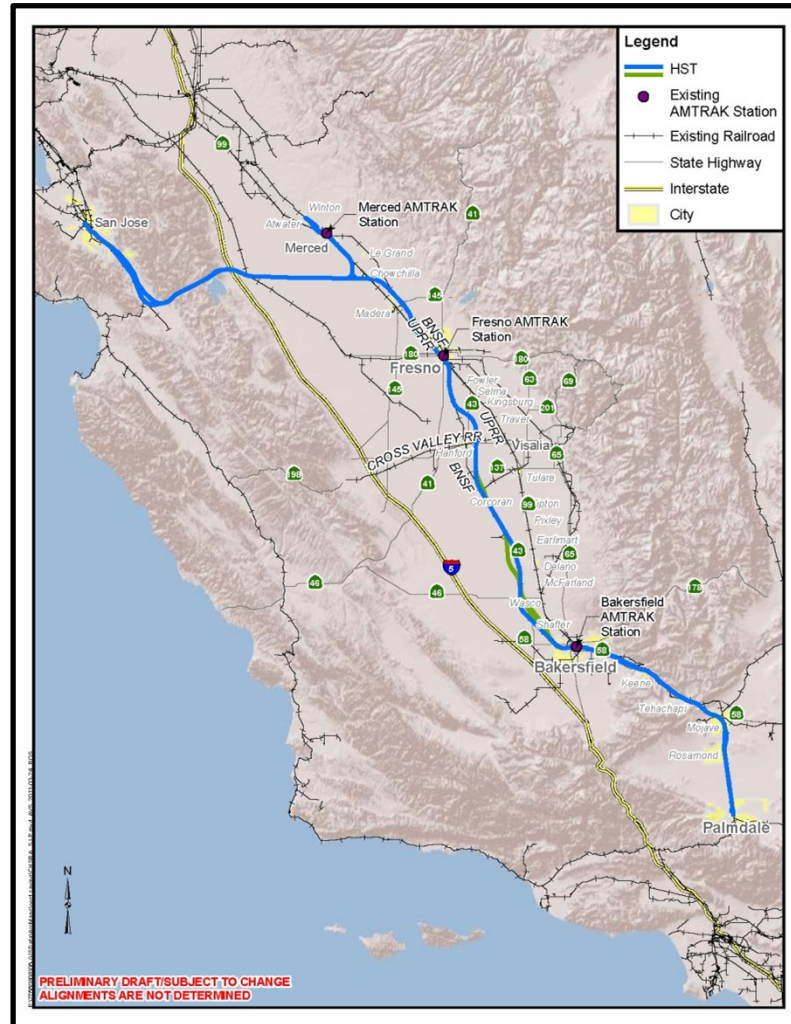
## ***TOTAL FUNDING SUMMARY***

<b>FUNDING SOURCE</b>	<b>AWARD</b>	<b>STATE MATCH</b>	<b>TOTAL</b>
ARRA Jan. 2010	\$1.85 billion	\$1.85 billion	\$3.7 billion
HSIPR Federal FY 10-11 Oct. 2010	\$715 million	\$306 million	\$1.02 billion
ARRA Dec. 2010	\$616 million	\$616 million	\$1.234 billion

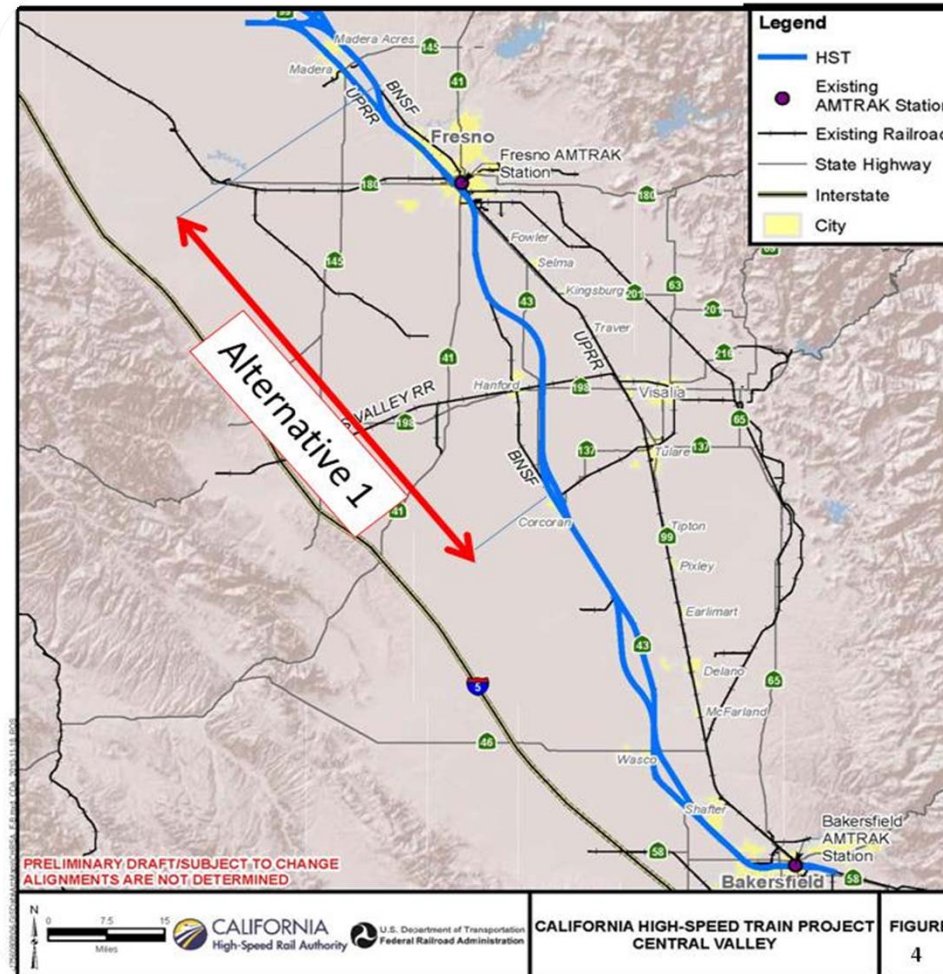


**Approximately \$5.5 billion is for Initial Construction Segment (ICS)**

**FIGURE 1.**  
***CENTRAL VALLEY ALIGNMENT***



## FIGURE 2. INITIAL CONSTRUCTION SECTION (ICS)



## ***FACTORS FOR BOARD CONSIDERATION***

### **All options developed by staff:**

- Assume 30% state match
  - Consistent with guidance
  - Conserve Prop.1A funds as match for future applications
- Designed to extend Initial Construction Segment (ICS)
- Assume lowest cost alignments/track infrastructure only
- Final alignment and costs conditioned upon:
  - Completion of environmental studies - ROD/NOD
  - Board decisions
- Note: Full extent of each option could vary

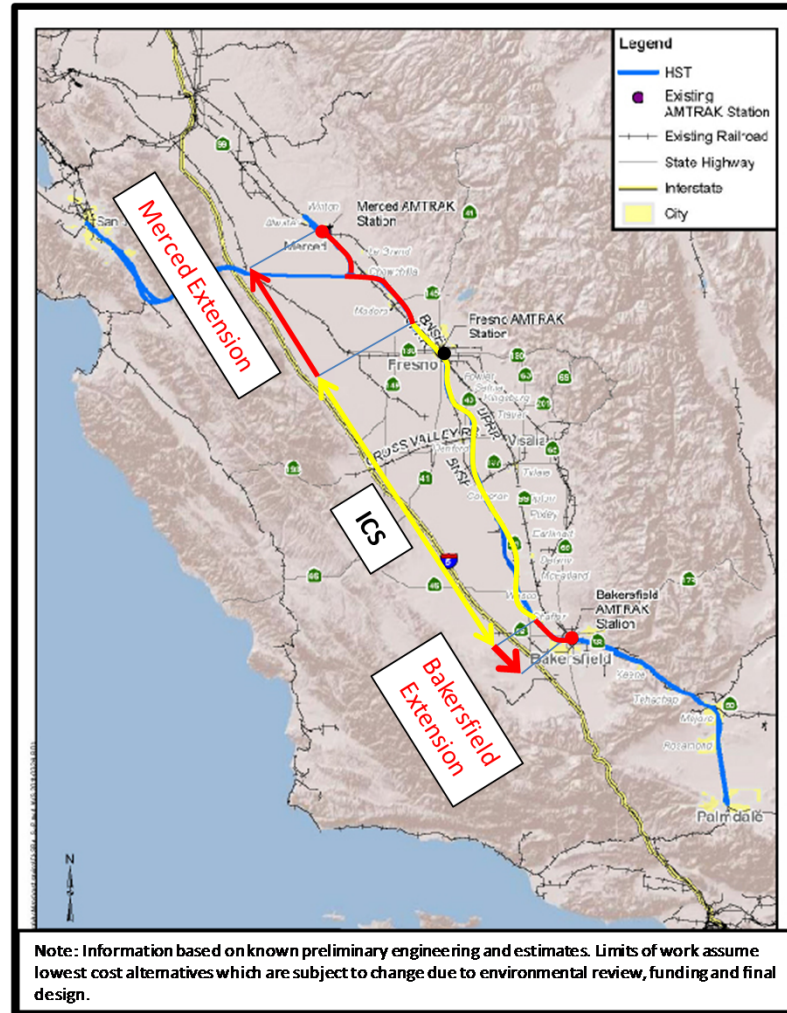
## ***OPTION 1: BASE CASE MERCED AND BAKERSFIELD EXTENSIONS***

### **Two extensions of the ICS:**

- North to Merced
  - Includes Chowchilla Wye and at-grade Merced Station
- South into Bakersfield
  - From north Bakersfield to aerial Bakersfield Station
- Cost - \$1.80B
  - \$1.26B Federal
  - \$0.54B State
- With \$5.5 for ICS = \$7.3B for FD/Construction



**FIGURE 3.**  
***OPTION 1: BASE CASE***

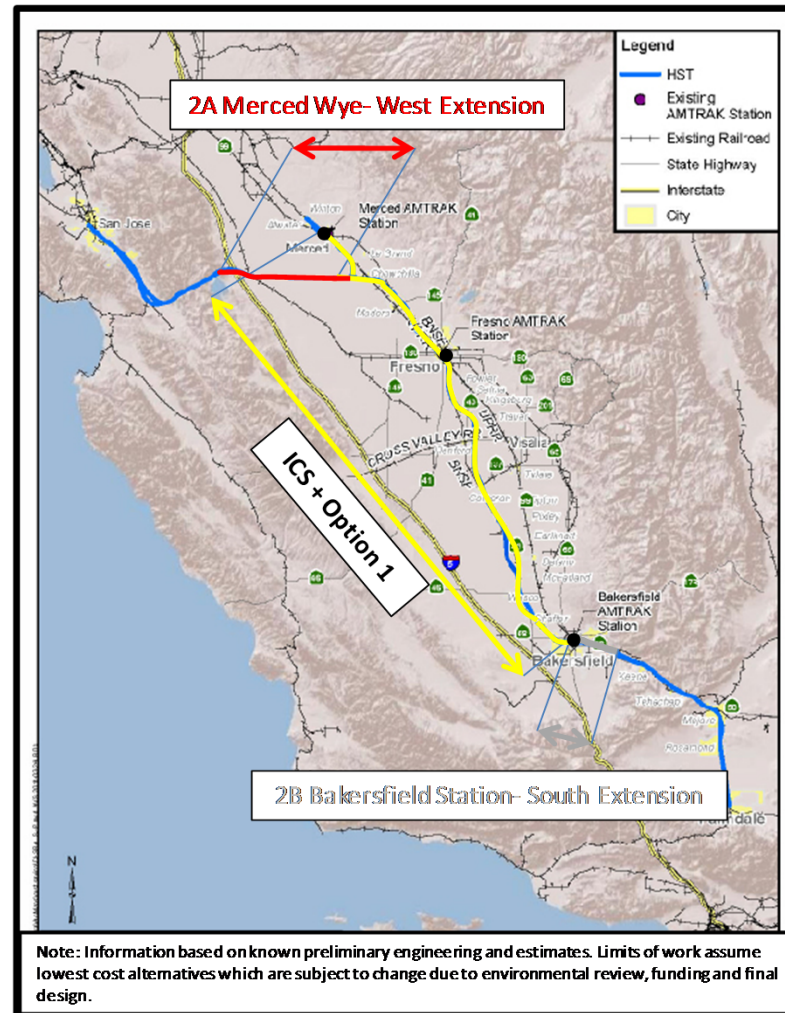


## ***OPTION 2A: WYE - WEST***

### **Builds on Base Case:**

- An extension to the Base, not an alternative
- West from the Wye toward San Jose (approx. 39 miles)
- Cost - \$1.2B
  - \$840M Federal
  - \$360M State
- With Base, total Federal grant request would be \$2.10B
- With ICS + Base Case = \$8.5B for FD/Construction

**FIGURE 4. OPTION 2A: WYE - WEST**

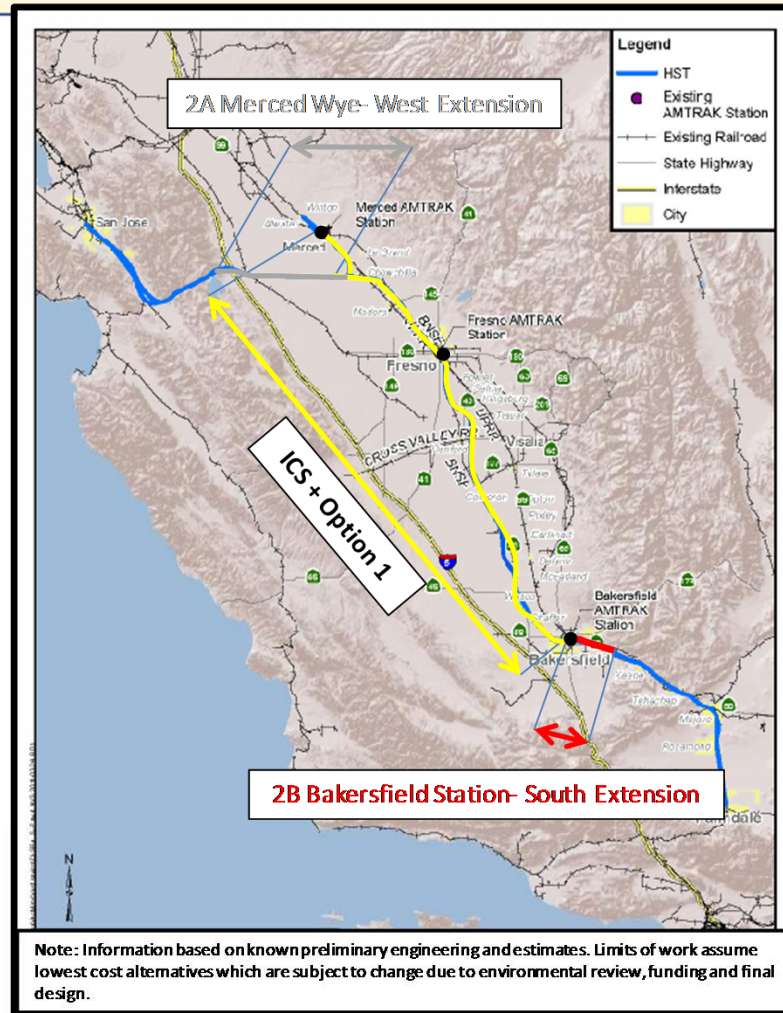


## ***OPTION 2B.BAKERSFIELD STATION - SOUTH***

### **Builds on the Base Case:**

- An extension to the Base, not an alternative
- South from Bakersfield Station toward Palmdale (approx. 15 miles)
- Cost - \$1.67B
  - \$1.17B – Federal
  - \$0.50B - State
- With Base, total grant request would be \$2.43B
- With ICS + Base = \$8.98 for FD/Construction

**FIGURE 5.**  
***OPTION 2B: BAKERSFIELD STATION - SOUTH***





## *QUESTIONS AND DISCUSSION*

